

SECTION I

NM 52/00

Chart 11415

NM 52/00

TAMPA BAY ENTRANCE CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2000 AND SURVEYS TO FEBRUARY 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)								
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (HAUT. MILES)	DEPTH MLLW (FEET)
EGMONT CHANNEL	39.1	46.1	46.5	41.4	2-00	700	3.8	43
MULLET KEY CHANNEL	46.4	44.3	44.5	39.4	2-00	700	2.9	43
CUT A CHANNEL	39.5	44.1	44.1	43.6	2-00	600	2.7	43
CUT B CHANNEL	43.0	43.9	44.0	42.2	2-00	500	3.4	43
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

Chart 11416

NM 52/00

TAMPA BAY CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAY 2000 AND SURVEYS TO FEBRUARY 2000								
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)								
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (HAUT. MILES)	DEPTH MLLW (FEET)
MULLET KEY CHANNEL	40.4	44.3	44.5	39.4	2-00	700	2.3	43
CUT A CHANNEL	39.5	44.1	44.1	43.8	2-00	600	2.7	43
CUT B CHANNEL	43.8	43.9	44.0	42.2	2-00	500	3.4	43
CUT C CHANNEL	43.0	44.7	44.0	43.6	2-00	500	1.7	43
CUT D CHANNEL	44.4	43.7	44.1	42.8	2-00	600	2.1	43
CUT E CHANNEL	40.9	43.7	43.8	44.4	2-00	500	2.5	43
CUT F CHANNEL	41.7	44.5	44.1	43.0	2-00	500	1.6	43
EAST WIDENER	44.1	42.8	43.3	41.9	2-00	0-2800	0.4	43
WEST WIDENER	32.7	34.2	35.4	35.4	2-00	0-1470	0.25	34
CUT G CHANNEL	30.1	31.3	30.4	32.2	2-00	400	2.7	34
CUT J CHANNEL	31.3	34.8	33.6	33.4	2-00	400	1.2	34
CUT JZ CHANNEL	36.6	37.4	36.8	36.2	2-00	400	0.9	34
CUT K CHANNEL	31.0	38.7	36.7	31.5	2-00	400	2.0	34
CUT K TURNING BASIN	30.3	32.8	30.1	31.0	2-00	400-700	0.5	34
GADSDEN PT. CUT	41.2	41.6	42.8	42.4	4-07	500	3.95	43
HILLSBOROUGH BAY								
CUT A CHANNEL	42.3	43.0	40.0	38.4	4-07	500	1.8	43
A TO C WIDENER	38.6	38.7	40.0	41.8	4-07	0-1000	0.7	43
CUT C CHANNEL	36.5	40.7	38.4	36.5	4-07	500	5.6	43
CUT D CHANNEL	30.9	34.3	36.0	32.8	4-07	400	1.6	41
SEDDON CHANNEL	12.9	12.4	12.4	15.7	12-98	200	1.1	12
GARRISON CHANNEL (WEST TO EAST)	15.0	20.0	19.0	16.0	2-7-81	300	0.4	30
SPARKMAN CHANNEL	31.2	35.7	36.0	32.5	7-10-85	400	1.2	34
YBOR TURNING BASIN	30.2	33.0	33.8	33.9	7-10-95	—	0.5	34
YBOR CHANNEL	32.9	33.5	33.4	31.5	7-10-95	400	0.6	34
PORT SUTTON ENTRANCE CHANNEL	44.6	42.6	42.8	38.0	4-07	400	0.3	43
SOUTH WIDENER	37.4	38.7	36.0	35.3	4-07	0-540	0.3	43
PORT SUTTON TURNING BASIN	37.4	41.2	38.8	33.1	4-07	400-1800	0.4	43
EAST BAY CHANNEL								
TO TURNING BASIN	39.2	40.5	40.3	40.8	4-07	600	0.6	43
TURNING BASIN	40.4	41.7	42.1	40.8	4-07	300-600	0.3	43
NORTHEAST OF TURNING BASIN	40.1	40.9	41.6	39.6	4-07	300	0.4	43
UPPER EAST BAY								
CHANNEL TO UPPER BASIN	33.3	33.5	33.3	33.2	4-07	300	0.6	34
TURNING BASIN	34.9	34.9	33.5	31.9	4-07	300-700	0.6	34
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION								

SECTION I

NM 52/00

Chart 12313

NM 52/00

SCHUYLKILL RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO OCT 2000							
CONTROLLING DEPTHS FROM SEWARD IN FEET AT SCHUYLKILL RIVER DATUM				PROJECT DIMENSIONS			
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH IN AUT. MILES	DEPTH (FEET)
1	33.7	33.1	34.7	9-00	400	0.32	33
2	32.6	32.4	32.4	9-00	400	0.34	33
3	32.4	33.0	32.5	9-00	400	0.18	33
4	32.2	33.6	32.4	9-00	400	0.11	33
5	33.1	33.6	31.8	9-00	300	0.30	33
6	33.8	33.5	33.3	9-00	325	0.21	33
7	33.9	33.2	32.8	9-00	300	0.31	33
8	32.9	33.5	32.5	9-00	300	0.15	33
9	32.3	33.8	34.3	9-00	300	0.31	33
10	34.6	36.0	34.6	9-00	325	0.08	33
11	32.3	35.0	35.7	9-00	350	0.05	33
12	32.1	34.3	34.9	9-00	350	0.05	33
13	32.1	33.4	34.1	9-00	325	0.07	33
14	33.9	34.3	34.2	9-00	300	0.14	33
15	33.6	33.9	34.2	9-00	325	0.08	33
16	33.5	33.7	33.0	9-00	350	0.06	33
17	33.5	33.0	36.9	9-00	325	0.06	33
18	22.2	29.0	31.2	10-00	300	0.48	33
19	26.7	24.5	26.2	10-00	200	0.08	33-36
20	28.6	29.7	25.1	3-00	250	0.05	36
21	26.6	23.2	26.8	3-00	250	0.04	36
22	26.6	23.2	16.7	3-00	250	0.06	36
23	23.2	17.9	14.7	3-00	200	0.21	36
24	26.6	21.5	16.8	3-00	250	0.06	36
25	29.2	19.4	15.0	3-00	250	0.09	36
26	27.7	17.0	11.2	3-00	250	0.09	36
27	25.7	17.8	12.5	3-00	225	0.12	36
28	19.7	15.2	13.2	3-00	200	0.10	36
29	14.2	14.9	13.4	8-07, 3-00	200	0.23	26-32
30	14.2	15.7	17.0	8-07	200	0.30	32
31	27.4	25.0	14.4	8-07	200	0.10	32
32	22.4	15.0	11.5	8-07	200	0.26	32
33	22.8	13.0	7.5	8-07	200	0.10	32
34	20.5	17.6	13.8	8-07	250	0.07	32
35	21.2	18.0	12.8	8-07	250	0.08	32
36	22.4	17.6	14.4	8-07	250	0.08	32
37	21.6	21.3	18.6	8-07	250	0.08	32
38	16.7	20.4	21.8	8-07	225	0.13	32

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION